

THE OMAHA DAILY BEE

FOUNDED BY EDWARD ROSEWATER.

VICTOR ROSEWATER, EDITOR.

Entered at Omaha postoffice as second-class matter.

TERMS OF SUBSCRIPTION. Daily Bee (without Sunday), one year, \$4.00...

OFFICES. Omaha—The Bee Building, South Omaha—City Hall Building.

CORRESPONDENCE. Communications relating to news and editorial matter should be addressed: Omaha, Nebraska, Editor, The Bee.

REMITTANCES. Remit by draft, express or postal order.

STATEMENT OF CIRCULATION. State of Nebraska, Douglas County, ss: Charles C. Rosewater, general manager.

Net total, 688,857. Daily average, 31,677.

CHARLES C. ROSEWATER, General Manager.

Subscribed in my presence and sworn to before me this 1st day of March, 1907.

M. H. HUNTER, Notary Public.

WHEN OUT OF TOWN. Subscribers leaving the city temporarily should have The Bee mailed to them.

In other words, Dr. Roosevelt prescribes the rest cure for Wall street's evous affliction.

President Roosevelt would hardly be ferred more advice if he were running a newspaper.

Mr. Rockefeller has made his will, or eventually the earth will learn what disposition is to be made of it.

It will not take much to give some allroad managers the idea that the overment already owns the railroads.

New York reports an attempt to reak "the corner on eggs." The west as no hens that lay eggs with corners in them.

District Attorney Jerome got 15,000 cords into one sentence in a hypothetical question, but Novelist Henry ames still holds the record.

Those Thaw jurors must be made of tern stuff, as none of them has gone usane through listening to those 5,000-word hypothetical questions.

The Wall street man who does not claim to have cleared up at least 1,000,000 in the recent panic is ooked upon as a mollicoddling piker.

The coming to Omaha of another oil company will be welcome in itself, ut if it will only bring a reduction in the price of fuel it will be doubly welcome.

A woman has invented a "shoestring that will not come untied." Probably a good thing, but it must be a little awkward to learn to sleep with your shoes on.

In urging the improvements of the rivers of the country President Roosevelt shows a plan for securing competition between water transportation and watered transportation.

Jamaica is asking relief for the sufferers from the recent earthquake. The relief offered by the retirement of Suetenham was great, but it did not supply food or clothing.

Mr. Rockefeller denies that he is going to give \$50,000,000 for the education of the Chinese, so we will have to continue to accept the chin's translation of the laundry check.

Another reason for the tardiness of spring is that the Delaware and Michigan peach crops have not yet been reported as failures. The back beer sign never goes up until those reports are in.

"The nation is not going to the bow-wows, it is all right," says the Denver Times, one of Senator Patterson's newspapers. Even a Denver paper sometimes gets a peep at the nation when it is in some position other than on the toboggan.

The two-planet fire department bill will have to pass through the crucible of the courts before it will be effective. The governor says the bill is defective, but Mr. Leeder's attorneys say it is good. It remains now for the courts to determine which is right.

The discussion of the park site proposition in South Omaha brings attention to the fact that the South Omaha Park board is appointed under a law that was declared unconstitutional as far as the Omaha Park board is concerned. This fact might affect the validity of the proceedings.

CONTROL OF IOWA COLLEGES.

A bitter fight is waging in the Iowa legislature over the pending bill which provides for placing the State university at Iowa City, the Agricultural college at Ames and the Normal school at Cedar Falls under one board of control. The friends of the different institutions are bringing every possible pressure to bear to defeat the measure, with the hope of leaving the institutions controlled as they are, each by a separate board of trustees.

Supporters of the central board of control idea are responsible for much of the opposition by the injection into the debate of issues and questions which are not covered in the bill, and which really have no relation to the merits of the central control idea. They have given the impression that one purpose of the bill will be to eliminate duplications in the college courses and confine each of the three institutions to the special field of training which formed the motive of its establishment. This proposition has been exaggerated until the schools at Ames and Cedar Falls are under the impression that, if the bill becomes a law, nothing but farming and mechanical arts can be taught at Ames and nothing but pedagogy at Cedar Falls. Friends of these schools contend that the pupil who enters the college at Ames to study scientific farming should not be deprived of access to Latin and other languages, or to a knowledge of civil engineering, which is a duplicate of the course at the State university. To that extent the argument of the Ames supporters is sound. While it is desirable that the educational institutions of the state should be held closely to instruction along the special lines which mark the purpose of the school, modern conditions demand a liberality in education that would not be possible in one institution if its course of study were limited to its special lines.

The advantages of a central board of control are so many and manifold that they cannot be combated by any special arguments such as those offered by the friends of the existing system. The entire trend of sentiment in legislative affairs is for centralization of control and the abolition of numerous boards with their conflicting ideas and interests and their multiplication of expense accounts. The central board of control idea in Iowa has worked very successfully in the management of the state's penal, reformatory and charitable institutions, and like desirable results may be expected by the application of the same plan to the educational institutions of the state.

EFFECTS OF MEAT INSPECTION.

Meat packers of the country must regret the opposition they offered last year in congress to the passage of a law requiring more stringent inspection of packing house products destined for interstate commerce. The fight is all over now and the reports of the Bureau of Statistics show that splendid results have followed the enactment and enforcement of the law. The growth of export trade in meats of various kinds in the last year has been wonderfully and adverse criticism, formerly so common in foreign markets, seems to have entirely disappeared. Packers and the people may regret the sensational methods that were employed in the expose of the packing house methods, but the wisdom of the resultant legislation can no longer be disputed. Consul General Wynne of London has furnished the Department of Commerce and Labor with a report made by the Grocers' association of London in which the American meat inspection system is most cordially approved and the British public assured that even the most fastidious need have no hesitancy in buying and using American meats with an assurance that they are pure and wholesome. The stamp of the United States is a splendid sponsor and the packer, the stock grower and the consumer have reason to be thankful for the adoption of the meat inspection law.

TURKEY MUST YIELD.

Moslemite resistance to the march of modern civilization and enlightenment cannot much longer be effective. Diplomats representing the most powerful governments of the earth have wrestled with the sultan in an effort to induce him to catch step with the progress of the nations, but without encouraging success. Missionaries and battleships have alternated in their visits, carrying peace offerings or war threats, and have come away with samples of the wily Turk's inexhaustible supply of promises and the Ottoman empire has gone on in its dark and devious way until the American drummer got busy, and now the path has been blazed for the conquest of the Turk by the powers of modern civilization. The consular bureau of the Department of Commerce and Labor tells how the trick was turned. In an unguarded moment the sultan made certain concessions to foreign commercial travelers, and the next morning an American agent of a stereopticon factory was busy on the streets of Smyrna with a few samples. He steadily pushed their sale in every store and private residence to such an extent that he was soon obliged to engage four assistants. Within a short time a majority of the inhabitants of Smyrna were provided with stereopticons and it is stated that the agent met with the same success in other towns of the Levant. The sultan may as well surrender to the inevitable. This country knows

from experience that the stereopticon is the advance agent of the album of views, the phonograph, the souvenir postal card, the moving picture machine, the illustrated book of travels and all those instrumentalities for making the world acquainted with its neighbors. With a stereopticon on the parlor tables in a majority of the homes in the Levant, the dawn of modern civilization may be recognized touching the waves of the Bosphorus and ready to break into effulgent glory over the Ottoman empire.

SPRING CLEANING.

The return of spring renews again the annual problem of the householder in Omaha. In the absence of any arrangement for the general collection and distribution of garbage and refuse, the responsibility is thrown on the individual householder to keep his premises and alleys adjacent thereto in cleanly condition. The city regulations are extremely lax, and only realization of the obligation by the citizens will have the effect of securing the desired cleanliness. At different times health officers of Omaha have called attention to the archaic methods in vogue and the dangers that result therefrom, but without the effect of securing the needed change in laws to give the city any comprehensive or effective plan for keeping clean. It would seem unnecessary to call the attention of anybody to the desirability of removing at the earliest possible moment the refuse that has accumulated about his premises during the winter, yet experience has taught that it frequently requires the utmost endeavor of the Health department, backed up by the police, to bring this about. The warm days are here now, and while the weather has hardly settled down to a certainty of spring time, it is not too early to begin the campaign for a cleaner Omaha.

MULES, AUTOS AND WAR.

George Ade is overlooking a first best bet if he fails to get a comic opera out of the Honduras-Nicaragua war that will send his "Sultan of Sulu" to the gasoline circuit. The materials are at hand, the plot ready-made and the plain facts in the case furnish all the lines necessary without any drain upon the imagination of the author. In the first place, the war started over a mule. Honduras complained, through proper diplomatic channels, that a party of Nicaraguan marauders passed over its borders and stole a mule from Ireno Salgado, living in the village of Iro Manos. Nicaragua retorted that Salgado was a bad citizen, anyway, a Nicaraguan refugee, and unable to prove a clear title to the mule. Honduras came back with the direct charge that Salgado was living comfortably in Honduras, paying his bills and had not stolen the mule, at least not from any citizen of Honduras. Nicaragua intimated that Honduras was lying about the facts in the case and the diplomatic scene was closed by the fall of the curtain to the music of the bugle calling the patriots to arms. While the mule figures in the first act as a cause of war, it is discarded in real action, and its place taken by a racing motor car, with President Bonilla in the chauffeur's seat, begoggled and looking like a veritable nemesis—and smelling worse—swooping across the field of carnage, blowing a siren tooter, striking fear and gasoline into the hearts and nostrils of his adversaries. The war is still on and, while not wishing to abuse any laws of neutrality, we predict success for the Hondurans. If Bonilla's carburetor doesn't get out of adjustment, his tires stand the thorn test in the chaparral and the oil trust does not check his devastating career by raising him out on the price of gasoline, there's nothing for Nicaragua to do but borrow a white shirt from some foreigner and display it as a flag of truce. The stereotyped form of Central American revolutions was not built to stand against such innovations as Bonilla has introduced. But another feature to the case may lead up to a more tragic ending of the play. Positions of honor won by hard effort are not to be easily surrendered, and the mule may have something to say about it. The mule's place in the argument of civilized countries is fixed. The civil war was won by the army that had the most powerful mule teams. The Boers were getting all the better of the conflict in South Africa until the British imported a few cargoes of Missouri mules and turned threatened defeat into complete victory. Missouri mules carried Japanese guns into position in Manchuria over roads that the hardy Russians found impassable. The mule is not going to surrender this prestige and glory in chronic belligerency without a struggle. If Bonilla attempts to make the automobile the most potent factor in a fight he may find himself and his country in a war with Missouri.

Problem of Railroad Slaughter.

In seven disasters on R.R. roads since New Year's 123 persons were killed and 313 were injured. The railroads have the strongest possible motives for avoiding accidents. Shifts that result in dead passengers and wrecked machinery save neither time nor money. How our railroad mortality is to be reduced is a question for our railroad experts to solve. And it must be solved. Not only in the case of the railroads but in a hundred other fields of our activities we Americans are disreputably careless and wasteful of human life. It is not compatible with our claim to be highly civilized people that we should put up with so much industrial killing as we do.

Big Horn Wonders.

Scene Attractiveness of Northern Wyoming Mountains. New York Sun. Among the national show regions some day will be the Big Horn mountain country in northern Wyoming. The results of the five years of study which N. H. Darton has given to this field are now published in his geological survey. They reveal this mountain area rising from the plain as a land of remarkable scenic attractiveness and large variety of interests. It has scores of miles of canyons along the rivers, some of them 2,000 feet in height. There are glaciers on many of the slopes, and the towering limestone are weathered here and there into castles and pyramids, reminding the visitor of scenes in the Tyrol. The brilliant red wall where hard red sandstone outcrops extends for hundreds of miles along the foot of the mountains and through some of the river valleys, and there is climbing without end for the expert mountaineer and the taster. The most exquisite of lakes are perched high in the range 5,000 feet above the sea, the rivers are full of trout and game is fairly abundant. It is a good place to enjoy the outlook, when the appetite and loaf through a play spot. Two summer resorts have been established in the mountains, where hunters, prospectors and herders have for years monopolized.

Someone Rocks the Boat.

It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

One Term Enough.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

Someone Rocks the Boat.

Baltimore American. It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

Notable Self-Denial.

Chicago Tribune. Inasmuch as Tom Lawson has disclosed the methods by which a Wall street operator can make \$100,000,000 in a day, his forbearance in making only \$250,000 the other afternoon assumes an aspect of rigid self-denial.

Someone Rocks the Boat.

Philadelphia Record. Railroad men reported to be trying to arrange a combine to refuse to carry the mails if they cannot be paid for more than they carry. To get a daily average they want the weight of mails for a week divided by six instead of seven; why not five or four? An administration that is really opposed to combines and monopolies would make short work of a job of this sort.

Problem of Railroad Slaughter.

Harper's Weekly. In seven disasters on R.R. roads since New Year's 123 persons were killed and 313 were injured. The railroads have the strongest possible motives for avoiding accidents. Shifts that result in dead passengers and wrecked machinery save neither time nor money. How our railroad mortality is to be reduced is a question for our railroad experts to solve. And it must be solved. Not only in the case of the railroads but in a hundred other fields of our activities we Americans are disreputably careless and wasteful of human life. It is not compatible with our claim to be highly civilized people that we should put up with so much industrial killing as we do.

Someone Rocks the Boat.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

ROUND ABOUT NEW YORK.

Hippies on the Current of Life in the Metropolis.

The first symptom of spring fluttered into New York last Saturday, and remained over Sunday. It is not safe to bank on forty-eight hours of pleasant weather in the metropolis until May day, but on this occasion the unhappy residents, weary of winter's storms, decided to take chances and poured out of their caves on Sunday and in their best suits of clothes. Fifth avenue appeared in Easter dress. New suits in daring hues were in abundance. Hats plainly intended for Easter christening were to be seen on every side. All day there was a steady procession of fashionable carriages and automobiles in Central park. The same was true of other parks throughout the city. The little breathing spaces in the thickly populated sections of the city were overrun with tenement dwellers. The few streets on the lower east side from which the accumulations of ice and mud had been removed were so thronged with children as to be almost impassable for vehicles. According to the police one straw hat made a brief appearance in Grand street, near the Bowery.

Two pet projects of School Superintendent Maxwell have come to grief in the Board of Education. Maxwell wanted the city to buy eyeglasses for all public school children who needed them, and also "simple" food to be sold to children at cost. Both projects were rejected because the board agreed with Commissioner Barrett that "parents still have some responsibility for their own children and should supply them with food, clothing and eyeglasses." That is undoubtedly the attitude of a great majority of taxpayers. There is no question, however, that a large percentage of the 500,000 school children of New York have defective eyesight, and that a large number are insufficiently nourished. Prof. Maxwell intends to keep up his agitation, and in time he may be successful. Commissioner Stern, chairman of the committee on Elementary schools, has consulted with an expert optician and wholesale dealer in eyeglasses to learn what the cost would be if eyeglasses were provided for every child with defective vision. Superintendent Maxwell says there are between 15,000 and 160,000 such children. The experts with whom Mr. Stern has consulted say that, even at wholesale, it would cost an average of \$1 a pupil for eyeglasses. This would make the initial cost between \$125,000 and \$150,000.

The discussion of the rent problem in the annual report of the Charity Organization society is not cheering. The society finds that the rents paid by tenement dwellers have increased 20 to 40 per cent and are still going up. Neither the unprecedented number of new tenements erected nor the new transit facilities have served to check the upward tendency. The cost of bare shelter is becoming more and more a burden to the poor. The report reveals a tone of hopelessness and lack of conviction, when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

District Attorney Jerome has started out to punish lawyers "runners" by whose practices, it is alleged, hundreds and thousands of poor persons are swindled every year. Justice brought into disrepute and respectable lawyers virtually exiled from the lower courts. They swarm in the new Criminal Courts butting their heads against the bars.

Controversy Over Conkling's Speech.

Nominating Grant in 1880. Louisville Courier-Journal. A singular controversy has sprung up about the beginning of the speech in which Mr. Conkling nominated General Grant for president in 1880 at Chicago. The popular idea has been that he began his speech with some lines of rhyme, about as follows: "And is asked what state he hails from, With its famous apple tree." There are slight verbal differences in different versions, but they are unimportant to the solution of the main contention. The New York Times undertook to say that Conkling did not begin his speech with any sort of "doggerel," but that he said in plain prose that when asked where his candidate came from, he answered, from Appomattox. In proof of this the Times quoted the speech as published the next day in its own columns. Thereupon came a volume of communications, many of which took issue with the Times. Various reports are quoted to show that Conkling actually used the so-called doggerel, and several reporters who were present and heard the speech join in this testimony. Here is a specimen extract from a letter furnished by James H. Kennedy, who attended the convention as a representative of the Cleveland Herald: "When New York was called, Mr. Conkling came down the aisle from his seat on the floor of the convention. Some one placed a chair on which he stepped, and from there to the reporters' platform I arose and gave him my chair, and from that he stepped to the reporters' platform. There had been much talk of the states from which came the various candidates. In his opening remarks he said: 'I am from Appomattox.' 'I asked what state he hails from, 'Our sole reply shall be, 'From Appomattox.' 'He was allowed to go no further. A wild hurra of applause followed that lasted for a long time. When it subsided he continued: 'From Appomattox Court House, And its famous apple tree.' I sat directly beneath him, and this opening to vivify the subject by mentioning that I am sure there can be no mistake. Now, this discussion does not seem important, but it has brought out facts that have surprised many intelligent people, who ought to have known better, as many will say. It transpires that the 'doggerel' is found in a volume of the verse of General Charles G. Halpine (Miles O'Reilly), edited by Robert R. Roosevelt. The Brooklyn Eagle says it was written in 1881, at a time when Halpine hoped that Grant would be the democratic nominee for president. The full stanza, as published in the book, is as follows: So, boys, a final bumper 'While we all in chorus chant—' 'Our next president we nominate 'Our own 'Clydes Grant.' And I asked what state he hails from, 'This our sole reply shall be, 'From Appomattox Court House, 'With its famous apple tree.' 'For 'twas there, to our 'Clydes, 'That we gave up the fight—' 'Now, boys, to Grant for president, 'And God defend the right.

Someone Rocks the Boat.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

Someone Rocks the Boat.

Baltimore American. It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

Notable Self-Denial.

Chicago Tribune. Inasmuch as Tom Lawson has disclosed the methods by which a Wall street operator can make \$100,000,000 in a day, his forbearance in making only \$250,000 the other afternoon assumes an aspect of rigid self-denial.

Someone Rocks the Boat.

Philadelphia Record. Railroad men reported to be trying to arrange a combine to refuse to carry the mails if they cannot be paid for more than they carry. To get a daily average they want the weight of mails for a week divided by six instead of seven; why not five or four? An administration that is really opposed to combines and monopolies would make short work of a job of this sort.

Problem of Railroad Slaughter.

Harper's Weekly. In seven disasters on R.R. roads since New Year's 123 persons were killed and 313 were injured. The railroads have the strongest possible motives for avoiding accidents. Shifts that result in dead passengers and wrecked machinery save neither time nor money. How our railroad mortality is to be reduced is a question for our railroad experts to solve. And it must be solved. Not only in the case of the railroads but in a hundred other fields of our activities we Americans are disreputably careless and wasteful of human life. It is not compatible with our claim to be highly civilized people that we should put up with so much industrial killing as we do.

Someone Rocks the Boat.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

Someone Rocks the Boat.

Baltimore American. It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

Notable Self-Denial.

Chicago Tribune. Inasmuch as Tom Lawson has disclosed the methods by which a Wall street operator can make \$100,000,000 in a day, his forbearance in making only \$250,000 the other afternoon assumes an aspect of rigid self-denial.

Someone Rocks the Boat.

Philadelphia Record. Railroad men reported to be trying to arrange a combine to refuse to carry the mails if they cannot be paid for more than they carry. To get a daily average they want the weight of mails for a week divided by six instead of seven; why not five or four? An administration that is really opposed to combines and monopolies would make short work of a job of this sort.

Problem of Railroad Slaughter.

Harper's Weekly. In seven disasters on R.R. roads since New Year's 123 persons were killed and 313 were injured. The railroads have the strongest possible motives for avoiding accidents. Shifts that result in dead passengers and wrecked machinery save neither time nor money. How our railroad mortality is to be reduced is a question for our railroad experts to solve. And it must be solved. Not only in the case of the railroads but in a hundred other fields of our activities we Americans are disreputably careless and wasteful of human life. It is not compatible with our claim to be highly civilized people that we should put up with so much industrial killing as we do.

ROUND ABOUT NEW YORK.

Hippies on the Current of Life in the Metropolis.

The first symptom of spring fluttered into New York last Saturday, and remained over Sunday. It is not safe to bank on forty-eight hours of pleasant weather in the metropolis until May day, but on this occasion the unhappy residents, weary of winter's storms, decided to take chances and poured out of their caves on Sunday and in their best suits of clothes. Fifth avenue appeared in Easter dress. New suits in daring hues were in abundance. Hats plainly intended for Easter christening were to be seen on every side. All day there was a steady procession of fashionable carriages and automobiles in Central park. The same was true of other parks throughout the city. The little breathing spaces in the thickly populated sections of the city were overrun with tenement dwellers. The few streets on the lower east side from which the accumulations of ice and mud had been removed were so thronged with children as to be almost impassable for vehicles. According to the police one straw hat made a brief appearance in Grand street, near the Bowery.

Two pet projects of School Superintendent Maxwell have come to grief in the Board of Education. Maxwell wanted the city to buy eyeglasses for all public school children who needed them, and also "simple" food to be sold to children at cost. Both projects were rejected because the board agreed with Commissioner Barrett that "parents still have some responsibility for their own children and should supply them with food, clothing and eyeglasses." That is undoubtedly the attitude of a great majority of taxpayers. There is no question, however, that a large percentage of the 500,000 school children of New York have defective eyesight, and that a large number are insufficiently nourished. Prof. Maxwell intends to keep up his agitation, and in time he may be successful. Commissioner Stern, chairman of the committee on Elementary schools, has consulted with an expert optician and wholesale dealer in eyeglasses to learn what the cost would be if eyeglasses were provided for every child with defective vision. Superintendent Maxwell says there are between 15,000 and 160,000 such children. The experts with whom Mr. Stern has consulted say that, even at wholesale, it would cost an average of \$1 a pupil for eyeglasses. This would make the initial cost between \$125,000 and \$150,000.

The discussion of the rent problem in the annual report of the Charity Organization society is not cheering. The society finds that the rents paid by tenement dwellers have increased 20 to 40 per cent and are still going up. Neither the unprecedented number of new tenements erected nor the new transit facilities have served to check the upward tendency. The cost of bare shelter is becoming more and more a burden to the poor. The report reveals a tone of hopelessness and lack of conviction, when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

District Attorney Jerome has started out to punish lawyers "runners" by whose practices, it is alleged, hundreds and thousands of poor persons are swindled every year. Justice brought into disrepute and respectable lawyers virtually exiled from the lower courts. They swarm in the new Criminal Courts butting their heads against the bars.

Controversy Over Conkling's Speech.

Nominating Grant in 1880. Louisville Courier-Journal. A singular controversy has sprung up about the beginning of the speech in which Mr. Conkling nominated General Grant for president in 1880 at Chicago. The popular idea has been that he began his speech with some lines of rhyme, about as follows: "And is asked what state he hails from, With its famous apple tree." There are slight verbal differences in different versions, but they are unimportant to the solution of the main contention. The New York Times undertook to say that Conkling did not begin his speech with any sort of "doggerel," but that he said in plain prose that when asked where his candidate came from, he answered, from Appomattox. In proof of this the Times quoted the speech as published the next day in its own columns. Thereupon came a volume of communications, many of which took issue with the Times. Various reports are quoted to show that Conkling actually used the so-called doggerel, and several reporters who were present and heard the speech join in this testimony. Here is a specimen extract from a letter furnished by James H. Kennedy, who attended the convention as a representative of the Cleveland Herald: "When New York was called, Mr. Conkling came down the aisle from his seat on the floor of the convention. Some one placed a chair on which he stepped, and from there to the reporters' platform I arose and gave him my chair, and from that he stepped to the reporters' platform. There had been much talk of the states from which came the various candidates. In his opening remarks he said: 'I am from Appomattox.' 'I asked what state he hails from, 'Our sole reply shall be, 'From Appomattox.' 'He was allowed to go no further. A wild hurra of applause followed that lasted for a long time. When it subsided he continued: 'From Appomattox Court House, And its famous apple tree.' I sat directly beneath him, and this opening to vivify the subject by mentioning that I am sure there can be no mistake. Now, this discussion does not seem important, but it has brought out facts that have surprised many intelligent people, who ought to have known better, as many will say. It transpires that the 'doggerel' is found in a volume of the verse of General Charles G. Halpine (Miles O'Reilly), edited by Robert R. Roosevelt. The Brooklyn Eagle says it was written in 1881, at a time when Halpine hoped that Grant would be the democratic nominee for president. The full stanza, as published in the book, is as follows: So, boys, a final bumper 'While we all in chorus chant—' 'Our next president we nominate 'Our own 'Clydes Grant.' And I asked what state he hails from, 'This our sole reply shall be, 'From Appomattox Court House, 'With its famous apple tree.' 'For 'twas there, to our 'Clydes, 'That we gave up the fight—' 'Now, boys, to Grant for president, 'And God defend the right.

Someone Rocks the Boat.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

Someone Rocks the Boat.

Baltimore American. It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

Notable Self-Denial.

Chicago Tribune. Inasmuch as Tom Lawson has disclosed the methods by which a Wall street operator can make \$100,000,000 in a day, his forbearance in making only \$250,000 the other afternoon assumes an aspect of rigid self-denial.

Someone Rocks the Boat.

Philadelphia Record. Railroad men reported to be trying to arrange a combine to refuse to carry the mails if they cannot be paid for more than they carry. To get a daily average they want the weight of mails for a week divided by six instead of seven; why not five or four? An administration that is really opposed to combines and monopolies would make short work of a job of this sort.

Problem of Railroad Slaughter.

Harper's Weekly. In seven disasters on R.R. roads since New Year's 123 persons were killed and 313 were injured. The railroads have the strongest possible motives for avoiding accidents. Shifts that result in dead passengers and wrecked machinery save neither time nor money. How our railroad mortality is to be reduced is a question for our railroad experts to solve. And it must be solved. Not only in the case of the railroads but in a hundred other fields of our activities we Americans are disreputably careless and wasteful of human life. It is not compatible with our claim to be highly civilized people that we should put up with so much industrial killing as we do.

Someone Rocks the Boat.

Chicago Record-Herald. Oklahoma's constitution provides that nobody can be re-elected to a state office there. Evidently the people of Oklahoma do not place much confidence in unwritten laws.

Someone Rocks the Boat.

Baltimore American. It seems strange that the only failure of the mutual fraternal more cordially when outlining possible remedies. More rapid transit? This is far off, and even when it comes the fare is no small item to a family with three or four workmen. New construction? The cost of labor and materials and real estate is so high, and the demand comes in such deluging volume, that the new landlords are rent-raisers rather than rent-cutters. The prohibition of factory location in the crowded tenement districts? This remedy, although strongly urged, does not hold out much hope.

Notable Self-Denial.

Chicago Tribune. Inasmuch as Tom Lawson has disclosed the methods by which a Wall street operator can make \$100,000,000 in a day, his forbearance in making only \$250,000 the other afternoon assumes an aspect of rigid self-denial.

Someone Rocks the Boat.

Philadelphia Record. Railroad men reported to be trying to arrange a combine to refuse to carry the mails if they cannot be paid for more than they carry. To get a daily average they want the weight of mails for a week divided by six instead of seven; why not five or four? An administration that is really opposed to combines and monopolies would make short work of a job of